

1-20. (CANCELED)

21. (CURRENTLY AMENDED) An articulating coupling (4) for a vehicle assembly formed of a motor vehicle (1) and a trailer (2) comprising friction surfaces for damping yaw movement between the motor vehicle (1) and the trailer (2), the articulating coupling comprising a first pivot articulation (12), ~~allowing only~~ which only allows the yaw movements, having a pivoting disc device (40) for damping the yaw movement ~~(40) by~~ between the vehicle (1) and the trailer, said first pivot articulation being housed within a closed space which is protected from incoming pollution, and a second articulation (21) ~~allowing~~, which allows both rolling and pitching movement; ~~and transmitting and transmits~~ the yaw movement between the motor vehicle (1) and the trailer (2) to the first pivot articulation without play, ~~with an~~ a first axle [[for]] enabling the yaw movement ~~being~~ between the motor vehicle (1) and the trailer (2) is completely disconnected from other axles [[for]] enabling the rolling and the pitching movements.

22. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 21, wherein the first pivot articulation allowing the yaw movement ~~having~~ has a bearing rim ~~(12)~~.

23. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 21, wherein ~~articulating coupling further comprises an~~ the second articulation[[for]] (21), which allows the rolling and pitching movement (21), ~~allowing no prevents~~ play at the level of that articulation in the rolling and pitching movement (21).

24. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 23, wherein an absence of play during the yaw movement is ensured by ~~an even~~ uniform planar contact of ~~opposing plane between~~ two planar surfaces (37, 38) and the second articulation (21), which permits both rolling and pitching movement, is located vertically above the first pivot articulation (12), which only allows the yaw movements.

25. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 21, wherein the second articulation[[for]] (21), which allows the rolling and pitching movement is a spherically shaped articulation ~~(21)~~.

26. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 25, wherein the second articulation[[for]] (21), which allows the rolling and pitching movement [[(21)]], has a transverse axle (23) with two aligned rings (29, 30) that have complementary spherical shapes.

27. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 26, wherein the two rings (29, 30) are attached without any possibility of lateral play being assimilated by the yaw movement. ✓

28. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 21, wherein the pivoting disc device (40) for damping the yaw movement ~~[[(40)]]~~ has at least one disc (41) ~~cooperating that communicates~~ with a least one opposing surface which is biased ~~applied~~ against the at least one disc (41) by a compression system ~~exerting that exerts~~ an axial compression force on the at least one disc (41), at least one of said opposing surfaces being a friction surface. ✓ ✓ ✓ ✓ ✓

29. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 28, wherein the pivoting disc device (40) for damping the yaw movement ~~(40)~~ comprises a stack of friction discs (41) alternately connected to one of the motor vehicle (1) or to the trailer (2), pivoting so as to pivot in relation to one another under the influence of the yaw movement. ✓ ✓ ✓ ✓

30 (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 29, wherein the stack of friction discs (41) contains at least one fixed disc (48) that is integral with a central hub (42) that is fixed in relation to the motor vehicle (1) and at least one movable disc (49) that is integral with a peripheral drum (43) that is movable in relation to the vehicle. ✓ ✓

31. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 30, wherein an exterior wall (46) of the central hub (42) has notches and at least one of the fixed discs ~~[[also]]~~ (48) has complementary notches on an interior periphery around a cutout (50) so that the fixed discs (48) remain fixed as it ~~pivots~~ the stack of friction discs (41) pivot in relation to the central hub (42). ✓ ✓ ✓ ✓

32. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 30, wherein an interior wall (47) of the peripheral drum (43) has notches and at least one of the movable discs (49) ~~[[also]]~~ has complementary notches on an exterior periphery so that the periferal drum (43) engages and pivots the movable disc (49) ~~is driven to pivot by the peripheral drum (43).~~ ✓ ✓ ✓ ✓

33. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 29, wherein the compression system comprises a cupel (54) that ~~contacts the~~ biases the at least one disc (41), ~~forming a complete contact with such that~~ the friction surfaces completely contact one another. ✓ ✓

34. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 28, wherein the compression system ~~[[for]]~~ of the yaw damping pivoting disc device (40) is a mechanical system. ✓
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35. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 34, wherein the mechanical compression ~~[[for]]~~ of the yaw damping pivoting disc device (40) comprises at least one spring (52). ✓
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36. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 34, wherein the mechanical compression ~~[[for]]~~ of the yaw damping pivoting disc device (40) cooperates with a damping deactivation device ~~capable of that one of reducing or interrupting~~ reduces or interrupts damping the yaw movement below a certain travel speed. ✓
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37. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 36, wherein the damping deactivation device exerts axial force in ~~the opposite~~ a direction opposite to the compression force, thereby freeing the friction surfaces. ✓
38. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 28, wherein ~~[[a]]~~ the compression system ~~[[for]]~~ of the yaw damping pivoting disc device (40) is one of a pneumatic, hydraulic, or electric system ~~capable of exerting~~ and exerts an axial compression force. ✓
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39. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 38, wherein ~~[[it]]~~ the articulating coupling further comprises a control circuit for regulating the axial compression force applied by the hydraulic, pneumatic, or electric compression system. ✓
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40. (CURRENTLY AMENDED) The articulating coupling for a vehicle assembly according to claim 21, wherein ~~[[it]]~~ an exterior wall (8) of the articulating coupling has a threaded transverse opening (57) located opposite a bore (44) in the central hub (42) for one of measurement of wear on the friction discs (41) or for insertion of a threaded axle to exert increasing pressure on ~~[[the]]~~ a cupel (54) and free the friction discs (41). ✓
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